

## **Procedural Change for Group Curves**

- Recommended by MSF Senior Instructor, Harley-Davidson State Safety Coordinators & State Police Motorcycle Patrol Officer
- Basic change is to run single file upon entering curves on roadway
  - Note: This does not apply to gradual curves on highways or 4 lane interstate roadways

### **\* Objective is to allow riders to perform the “Outside-Inside-Outside” technique for cornering**

- Approaching a curve at its apex “lengthens” the curve and allows for less lean angle which may be more comfortable to newer and/or less aggressive riders
- Single file eliminates the “worry” that some riders may have about leaving their assigned ride “track”
- Single file also increases visibility into the curve, allowing for adjustments due to road conditions, obstructions, etc.
- Actual approach to taking curves is a personal choice and single file gives the most rider flexibility
- Upon exiting the curve, normal staggered formation is resumed

## **Procedural Change for Passing 18-Wheelers**

- Same “sources” as above
- Recommend single file when passing, with riders in left track of passing lane
  - Maintain staggered formation while moving from cruising lane to passing lane
  - Single file occurs only when rider reaches the rear of the 18-wheeler
  - Rider in right track moves into the LEFT track while passing
  - Rider return to right track (still in passing lane) after truck is passed
- No more than 3 bikes/riders alongside truck at a time (will happen automatically at 70 MPH)
- Staggered formation resumed when the rider is past the truck (return to right track)
- Return to the CRUSING LANE is recommended only *after* the sweep bike has passed the overtaken vehicle